

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" Capt. H. Formes	WEDNESDAY, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About THURSDAY, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. Gathmann	FRIDAY, 21st May, at 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	WEDNESDAY, 5th May, at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To Sail On
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Broc	Totth May, P.M.
MARSHILLES, VIA PORTS	TOKIN	Charbonnel	11th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	X	24th May, P.M.
MARSHILLES, VIA PORTS	OCEANIE	Solier	25th May, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 27th April, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth is Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA- ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Sievert	MANILA	About 30th April, 1909.
S.S. "MANDAL"	1,917	Erickson	Do.	

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 29th April, 1909.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

To Let.

TO LET.

ROOMS suitable for Offices in No. 10, 10A HOUSE STREET, in rear of David Sassoon & Co.'s premises.
"FAIR VIEW" No. 1, Robinson Road, containing Six Rooms and Several Small Rooms and Large Out-houses.
Apply to—
DAVID SASSOON & CO., Ltd.
Hongkong, 30th April, 1909.

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.
Apply to—
S. J. DAVID & CO.,
Princes Buildings,
Hongkong, 25th March, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 2, Queen's Road West,
Hongkong, 9th March, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st April, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RYAN TERRACE.
OFFICES in YORK BUILDING, GODOWNS, in BRAY EAST, BLUE BUILDINGS, and No. 168, DES VOUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE, No. 10, DES VOUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 19th April, 1909.

TO LET.

TWO AIRY ROOMS in a house on BELILIOS TERRACE, 6th row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—
"HOUSEHOLDER,"
C/o Hongkong Telegraph,
Hongkong, 5th March, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.
Apply to—
THE COMPASS ROSE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central,
Hongkong, 24th February, 1909.

Dentistry.

Dr. E. H. OHAUN,
THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY
25, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.,
Hongkong, 16th April, 1909.

THIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 24th June, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years.

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

O. C. MOOSA, 1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.

Hongkong, 30th September, 1908.

Benger's Food is
mixed with fresh
new milk when
used, is dainty
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

Benger's Food is sold in tins, by all
Chemists, etc., everywhere.

BENGER'S
FOOD

THE CANTON-HANKOW RAILWAY.

MEETING OF FINANCIERS IN PARIS.

Paris, April 4.

Meetings of British, French, and German financiers interested in the construction of Chinese railways were held on Friday and Saturday at the offices of the Banque de l'Indo-Chine. The British group was represented by Mr. W. Kerwick, M.P., of the British and Chinese Corporation, Mr. O. S. Addis, of the Hongkong and Shanghai Banking Corporation, Mr. Carl Meyer, of the Chinese Central Railways, and Mr. George Jamieson, C.M.G. The French group was represented by M. Simon, manager of the Banque de l'Indo-Chine, who was elected Chairman of the meeting, and M. Ullmann. The German group was represented by Herr F. Uebig, of the Deutsche Asiatische Bank, Herr Emil Rheders, and Herr Curt Erich.

THE GERMAN GROUP'S ACTION.

It would appear that the German East Asiatic Bank, a group of German Banking houses, concluded with the Chinese Government on March 6 a preliminary agreement for a loan of £3,000,000 for the construction of the northern portion of the Canton-Hankow Railway, as reported by the Peking Correspondent of *The Times* on March 12. According to the British and French contention, the action of the German group was entirely inconsistent with an agreement or protocol signed by the three groups at a conference held in Berlin on March 1. The Germans, it was urged, had given the British and French groups to understand that, in accordance with the Berlin agreement, they had decided in principle to withdraw their offer, which they had made on what are known as the "Tientsin-Pekow terms," which do not secure foreign control of the actual expenditure of money of the construction of the line. At the Berlin conference it was pointed out that the only question which had arisen concerned the date on which the German offer should be withdrawn. In Berlin the British and French groups had desired the German group to withdraw their offer there and then, but the German group had maintained that they had the right to postpone their decision.

A few days later the British and French groups informed the German group that they (the British and French) had themselves received from the Chinese a formal offer of the Canton-Hankow Railway loan upon the "Tientsin-Pekow terms," but that feeling bound by the agreement signed in Berlin on March 1 they had refused it. They had also withdrawn their own proposals. The German group, far from withdrawing their own proposal, took advantage of the loyal intimation from the British and French that they had withdrawn and forthwith proceeded to submit a new proposal to the Chinese Government. The feeling seemed to prevail among the British and French groups that this was an act of bad faith upon the part of the German group.

The British and French groups, it is plain, had associated themselves with the German groups in Berlin in an agreement to refuse to negotiate a loan on the "Tientsin-Pekow terms." The British and French acted in accordance with this agreement, and were thereby deprived of the loan, which was at that time in their option—indeed, actually in their hands. The Germans, on the other hand, in direct contravention of the Berlin agreement, accepted the loan. The British and French groups thereupon made representations to the Germans, asking them either to withdraw their offer or to alter its terms so as to bring it in accordance with the Berlin agreement. The Germans could easily have complied with the dictates of loyalty, because their original offer was otherwise couched in general terms and did not mention the price of interest or the rate of interest, but regardless of the Berlin agreement the German group preferred to clinch the bargain and to obtain the loan on Chinese terms. At that they are now willing to undertake it, they will do their best to modify these terms, but they decline to stand by their own Berlin agreement if they should fail to obtain modifications.

It is understood that there were very heated discussions on Friday between the British and French groups on the one hand and the German group on the other. I learn that the spokesman of the German group not only ranked their arrangements with the Chinese Government before their previously-planned word as given in the Berlin agreement, but that they also stated that "the German Foreign Office would not allow them to withdraw from their engagement to the Chinese Government even if they were willing to do so." After considerable debate it was agreed that the German representatives should send a telegram to their agent at Peking to the following effect:—
All the improvement we require beyond the "gentry clause" [excluding the interference of the local Chinese gentry with the construction of the line] is to secure European control before the expenditure is incurred. There should therefore be inserted in article 1 of the Tientsin-Pekow agreement, after the words "signed by the managing director of the railway," the words "and countersigned by the chief engineer."

This telegram was despatched on Friday afternoon, and the representatives of the British and French groups are said to have declared that if a satisfactory reply were received they would be willing to withdraw their opposition to the Canton-Hankow Railway loan as proposed by the German group.

BRITISH AND FRENCH DEMANDS.

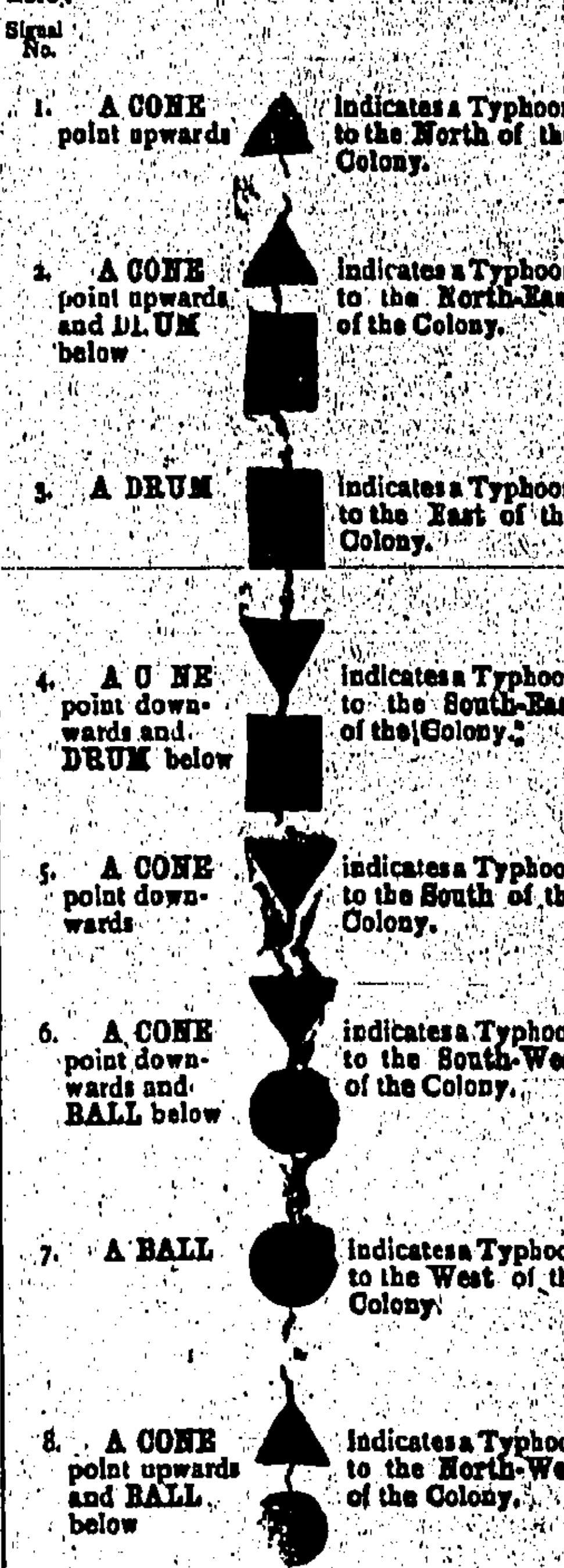
The British and French groups demand that instead of, as hitherto proposed, a mere control by the auditor after money has actually been spent, a European engineer as well as the Chinese manager should have the right to check expenditure and to sign certificates for the withdrawal of sums from the bank and for their application to the purposes for which it is alleged that they have been withdrawn.

(Continued on page 4.)

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island, Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

W. C. FINE,
Director.

Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

Special Show

MUSLIN BLOUSES

AND

Ready Made WASHING DRESSES

Ladies' and Children's BATHING COSTUMES

POWELL'S ALEXANDRA BUILDINGS,

and

28, Queen's Road.

Hongkong, 28th April, 1909.

THE CANTON-HANKOW RAILWAY.

[Continued from page 2.]

On the German side it is urged that the German East Asiatic Bank could not withdraw from its agreement with the Chinese Government, which would in that case accuse them of bad faith. Moreover, if the loan would fall into the hands of some outside English group, it would be entirely lost to the British and French syndicates, which could very well participate in the German loan. If the British and French syndicates could not see their way to participating, the only alternative was to eliminate expressly the Canton-Hankow enterprise from the scope of the conjoint operations, and to come to a better understanding as to future business in China.

As to the particular point at issue, the Germans maintained that in their own enterprises they retained a control over the local book-keeper, and always got a written declaration stating for what purpose the money was drawn. This declaration was then verified by their German auditor. The feeling of the meeting was that the German group had confronted the British and French groups with a fait accompli, that the guarantee afforded by the subsequent examination of expenditure by a book-keeper or auditor was illusory and that the so-called "gentry clause" did not affect these radical objections to the German loan contract. The Germans, however, urged "practical objections to enforcing control by a European engineer as likely, in view of past experience, to cause local dissensions and delays. The Chinese had in a recent instance "taken a dislike (sic) to the European engineer."

I learn that the German group declared that they had always been willing to come to an understanding with the British and French groups, but they appeared to exempt from the necessity of such an understanding their present offer of the Canton-Hankow railway loan on the ground that no such understanding had been effected up to March 6 or 7, the date on which their offer had been accepted at Peking. They added that it was only one-third of the railway for which they were contracting, while two-thirds of it could still be made the subject of joint operations of the three groups. In response to French representations it was admitted by the Germans that they had already settled the price of issue and of interest for the loan, but they urged that the three groups ought to settle their differences with regard to this particular business and "prepare to co-operate in the future. The French group was not satisfied and pointed out that there could be no reason why the German group should share in the Chinese Central Railway with the British and French groups if they did not join them in this loan.

A final suggestion was made from a British quarter that if the German group succeeded in obtaining from the Chinese Government supervision by a European engineer the British and French groups should join them, but should allow the German group in the interest of their prestige to have nominal concession for the loan. *Per contra*, if the German group failed to secure European control of expenditure they should agree to break off their negotiations with the Chinese Government. The Germans declined to agree to this proposal. A British representative asked them: "What would you have said if the day after I left Berlin and after I had signed my agreement with you I had gone and negotiated this loan on these terms with the Chinese?" The German reply was:—"Nothing. You have been within your rights and we should not have been at all surprised."

When the conference was resumed on Saturday no reply to the German telegram to Peking had been received. On behalf of the British and French groups it was announced that a formal protest would be entered in Peking against the action of the Chinese Government concluding a loan without first having submitted their intention to the British Government in accordance with the terms of the Convention of 1905. This, it was explained, was not a threat, but the German group might find the information useful for their own guidance. While there was no intention of describing the German action as "unfair," there could be no doubt that it had placed the British and French groups in an unfair position. It might have been that the misunderstanding was originally caused by the terms of a telegram from Berlin which had not been clearly worded.

On behalf of the German group it was replied that it was quite legitimate for the British and French groups to enter the protest in Peking. If it succeeded the Germans would doubtless be "kicked out" (sic), but they would not "lose face" in China, because they would not have broken their contract with the Chinese Government.

ANGLO-FRENCH PROTEST.
On the invitation of the Chairman the British and French protest, worded in the following terms, was handed in:—

"The British and French groups beg to place upon record in the minutes the position assumed by the German group in consequence of which the French and British groups are enabled to continue their negotiations; but having laid down the principle that some reasonable means of control over the expenditure of the loan funds is absolutely necessary as a safeguard to European bondholders, they have no alternative but to part company with their German friends, and they now hold themselves released from any obligation under the protocol of February 26 and competent to take any steps which they may deem necessary in their own interest."

It is further deserving of mention that in the course of the discussion when a German appeal was made to the British and French groups to join in the proposed German loan on the German terms the reply was:—

"That is impossible. Even if we desired to do so our respective Governments would not allow it. The interests of European bondholders are not sufficiently guaranteed unless a European engineer can control the actual expenditure."

GERMAN OPINION.

Berlin, April 2.
Under the heading "The Quarrel About the Canton-Hankow Railway" the *Vossische Zeitung* says:—
"We have received the following explanation of the affair from a well-informed source. At the joint sittings of the German, French, and British groups held in London on March 12 and 13 and in Paris on April 2 and 3, the French and British representatives repeatedly reproached the German syndicate with having acted incorrectly in the business, and with having placed these two groups in a disadvantageous position; a reproach which has now been published in the Press."

In reply to this the following must be stated:—
"As long ago as January the German syndicate, at the suggestion of the Hongkong and Shanghai Bank, declared its readiness to enter upon negotiations for the attainment of an understanding about the Chinese railway loans. This attempt was rendered abortive, however, by the British asserting that they had certain preferential rights on the Canton-Hankow Railway, and that there was already in existence an understanding with France concerning this line. The British groups declined to allow the German syndicate to come in on the footing of equal rights. On the German side the statement was thereupon made that in such circumstances independent competitive offers would be tendered to China, but it was expressly declared that this was not meant to make it appear that there was any desire to spoil business for the British and French. After negotiations with China had been opened, and the German syndicate had a prospect of carrying its offer through, a fresh attempt was suddenly instituted by the English to effect an understanding on the basis that the three groups should in the future only make railway loans in China jointly and upon certain specified conditions."

"A resolution was dispatched to London, the German group pointing out with emphasis, that there could be no question of the withdrawal of offers made to China by the German party so long as the details of a joint German-British-French agreement had not been agreed upon." "From March 3 until March 12 neither the British nor the French group was in any way bound to abstain from making any offer to China, for, in accordance with the German declaration, all three parties were free until the conclusion of a final agreement. No new instructions were sent to the German representative in Peking after March 1; on the other hand he put forward a written offer of a loan for £3,000,000 on the basis of instructions which had been current since January, and this was accepted by the Chinese Government on March 7."

"The assertion made by the British that the German syndicate did not act in conformity with the protocol signed by it, or that it left the French and British in any way in doubt regarding its attitude, must be emphatically repudiated by the German syndicate as an accusation without the shadow of a foundation."

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of the 1st inst.:—

Last circular bore date the 16th ult., and during the period since elapsed, quite a number of charters were concluded. As will be seen from list overleaf, business in the South has been rather lifeless, but Northern trade has quite made up for the deficiency and, judging from present appearances, chartering in that quarter will continue unabated for some time yet. In consequence of tonnage getting scarcer and scarcer, rates of freight from Yangtze ports and Newchwang southwards have, as anticipated, further improved. At the present moment those rates are already 30% better than those ruling at the beginning of last month, and a further advance seems reasonably certain.

Saigon to Hongkong:—In consequence of the local rice market becoming very sluggish, charterers lowered the rate again to 14 cents. The majority of the five vessels, mentioned in list of settlements, happened to be in position and accepted the unremunerative freight just as a means of shifting North, where they are to take up engagements.

Excepting a small steamer to Singapore on basis of about 17 cents, Saigon has absorbed no tonnage in other directions.

From Bangkok reports are to hand, that the rate war between the North German Lloyd and the new concern has commenced, the former company now booking cargo at 15/12 cents as against 18/12 cents formerly.

The Java sugar season will start at the end of May, but nothing definite can be said yet as to the out-turn of the new crop. It is, anyhow, expected that this year will see a better grade from Java sugar and able to pay higher prices for same than importers on this coast.

Newchwang has had several further fixtures for Canton, the last one being on basis of 32 cents per picul. This rate is the highest on record since 1904.

Wuhu to Canton:—There is still such a rush for tonnage, that the number of liners is quite insufficient, and outside tonnage is being continually required for. Several boats have been fixed during the fortnight at very decent rates. Wuhu to Swatow and Hankow to Swatow also have a fixture each, and more tonnage can be placed.

Coal Freight:—From Moji to Hongkong \$2.10 is now being offered, but even at this enhanced figure charterers find it impossible to secure tonnage. Moji to Singapore rate stands at \$3.00 and Wakamatsu to Canton at \$2.70 with no steamers obtainable. Of Southern coal charters the following are reported: Pololant to Singapore at \$2.25; Sebastik to Hongkong at \$2.10; Labuan to Hongkong at \$1.75; and Hongkong to Canton at \$1.65. All of the latter freights are anything but brilliant, but owners accepted them "for the sake of bringing the boats into a salubrious position for their next engagement."

Time Charter:—A suitable German steamer has been taken up for a short term for cattle

trade. Considering the small carrying capacity, 1500 tons, the rate of \$5,000 per month may be called a good one.

Sail Tonnage Loading or to Load:—Brit. bark *Alides*, 2,492 tons net reg., has been chartered to load hence for Baltimore and New York and will shortly take the berth. For autumn loading in same direction British bark *Eclipsa*, 2,959 tons net reg., and British bark *Juleopdia*, 2,652 tons net reg. are also reported fixed.

Sail Tonnage Desengaged:—None.
Departure of Sailing:—None.

A LADY WHO SHOOKED HER FRIENDS

BY HER UNHEALTHY APPEARANCE, COMPLETELY AND PERMANENTLY CURED OF INDIGESTION, HEADACHES AND NERVOUS DEBILITY BY
Dr. Williams' Pink Pills.

Mrs. A. Brunner, of Haskell Road, Shanghai, dates her ill-health from a fire which occurred at her residence when she was out at a dinner-party one evening some years ago.

"I shall never forget that dreadful night," said she. "The horror of it broke me down. I began to suffer from what the doctors described as Sprue, and it was not until Dr. Williams' Pink Pills for Pale People built up my shattered nerves and gave fresh strength to my run-down system that I recovered."

"My symptoms," continued Mrs. Brunner, "were these:—I had acute indigestion; my tongue, mouth and throat became so sore that it was exceedingly PAINFUL TO TAKE FOOD."

I had no appetite, what little I did eat "repeated" and was thrown up again. I suffered from bad headaches, and became so thin that I was like a skeleton. There were severe pains between my shoulder-blades. Most of my time was spent lying down, for I seemed to have no strength left in me. Finally, the doctors ordered me home to England. When I started I was so sick and hopeless that I would die on the journey, so I made my Will. "I stayed in England for nine months, but got no good there, so I returned to China. My Shanghai

FRIENDS WERE SHOCKED at my unhealthy appearance. This was in 1903, and it was then, too, that my attention was directed to Dr. Williams' Pink Pills by articles appearing in the newspapers describing cures wrought by them. I decided to give these Pills a trial. The first two bottles did me so much good that I was encouraged to persevere. So I continued my strength, recovered appetite, put on flesh, began to sleep well (whereas before, I suffered much from sleeplessness) and finally I found myself completely cured. It is also worth mention that the irritable, low-spirited NERVOUS FEELINGS

which troubled me before disappeared."

Mrs. Brunner gave the above testimony on the 17th August, 1906. When called upon again recently, she was still well, and enthusiastically repeated her praise of Dr. Williams' Pink Pills. As with Mrs. Brunner, so it has been with countless other sufferers. Dr. Williams' Pink Pills for Pale People fill the veins with New, Pure, Rich Blood, and so build up the system, giving it the strength to shake off disease. In this way they have cured indigestion, Liver Disorder, Headache, Anaemia (weak watery blood), Malaria, Rheumatism, Sciatica, Paralysis, Beri-Beri, Nervousness, Debility, Palpitation, Boils, Pimples, Eczema and Skin diseases. For the special ailments of ladies they are a proved remedy. Obtainable at most shops where medicines are sold, also direct from Dr. Williams' Medicine Co., 23-B Klunking Road, Shanghai, at \$1.50 mex. per bottle or 6 bottles for \$8/- mex. post-free.

Entertainment

UNDER the Patronage of His Excellency the Governor,
SIR F. LUGARD, K.C.M.G., C.B., D.S.O.

A GRAND GARDEN FETE.

In aid of the Funds of the SOLDIERS' & SAILORS' HOME & SEAMEN'S INSTITUTE, will be held in the BOTANIC GARDENS, on

WEDNESDAY, the 5th May.

Under the following Committee of Management:

Col. Darling, R.E.,
Commander Lyon, R.N.,
Lady Pigott,
Mrs. F. H. May,
Major Fisher, and
S. T. Dunn, Esq., B.A.

When varied and numerous Entertainments will be given from 4 to 11 P.M.

Admission 5/- each
Soldiers and Sailors in uniform 25 cents
Children under 12 years 25 cents

A. MORENO,
Honorary Secretary.

Hongkong, 27th April, 1909. [371]

Intimations.

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VŒUX ROAD CENTRAL (late occupied by Madame Jay)
Hongkong, 29th April, 1909. [376]

INSURANCE MAN seeks Engagement. 1-25 years experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.
Apply
"A VICTOR"
C/o Hongkong Telegraph
Hongkong, 29th April, 1909. [384]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from Lieut. G. W. Beckwith, R.N., to sell by

PUBLIC AUCTION, TO-MORROW,

the 4th May, 1909, at 2.30 P.M., at the late Residence of Mr. G. C. C. Master, No. 4, Morrison Hill,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

AND CANTONESE BLACKWOOD TABLES, WRITING TABLES, STOOLS and SCREENS.

Including:—DRAWING ROOM CHAIRS, SOFAS and FUR UPHOLSTERED SUITE CARPETS, HALL CHAIRS, RUGS, HAT STANDS, MATTING, &c. BED ROOM FURNITURE, including:—CHESTS OF DRAWERS and Fine Double MIRRORED WARDROBES, DRESSING TABLES and WASHSTANDS, BRASS and BRASS MOUNTED BEDSTEADS and SPRING MATTRESSES, PUNKAHs and Large ICE CHEST, EXTENSION MAHOGANY DINING ROOM TABLE, and a Quantity of GLASS, KNIVES, FORKS, SPOONS, CROCKERY, and LAMPS. COMPLETE DINER SET, SHANGHAI BATHS, BASINS, &c. KITCHEN UTENSILS, &c.; &c. Also

TWO CANTONESE BLACKWOOD IN-LAID SCREENS, CANTONESE BLACKWOOD CARVED STOOLS, One Handsome CARVED BLACKWOOD CARD TABLE, One Beautiful CARVED BLACKWOOD WRITING TABLE, SEVERAL SETS OF TAPESTRY CURTAINS and SUN BLINDS; Three Good Peck-carrying CHAIRS (almost new).

AND A Quantity of PLANTS, POTS, FERNS and FLOWERS.

Catalogues will be issued. On view on Monday, the 3rd May, 1909. TERMS:—Cash on delivery.

HUGHES & HOUGH, Auctioneers.
Hongkong, 27th April, 1909. [372]

Intimations.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P & O. SPECIAL LIQUOR SOOTHY WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
"Hongkong, 7th March, 1909" [381]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
同公隆李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. S. Watson & Co., Firm and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
"Hongkong, 6th August, 1909" [384]

D. NOMA,

PROFESSIONAL TATTOOER.

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Princes of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me.

In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinctive minutiae a specialty.
"Hongkong, 21st September, 1908" [385]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Victoria.
From Calcutta, &c. ex S.S. Syria.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 29th April, 1909. [386]

FROM EUROPE.

THE H. A. L. Steamship

"SCANDIA,"

Captain von Döhren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 30th April, 1909. [383]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 30th April, 1909. [381]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th prox., at 11 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th April, 1909. [384]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 9.30 A.M.

All Claims must reach us before the 12th of May, 1909, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents.
Hongkong, 1st May, 1909. [385]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CANTON'S CURRENCY.

MORE SILVER DOLLARS WANTED.

[By courtesy of the "Sheung Po."] Peking, 2nd May.

H.E. Chang Jen-chun, Viceroy of Canton, has applied for permission to mint more silver dollars.

Duke Tsai, president of the Ministry of Finance, has opposed the granting of the request.

THE IMPERIAL FUNERAL.

AN IMPRESSIVE PROCESSION.

[By courtesy of the "Sheung Po."] Peking, 2nd May.

The funeral of his late Imperial Majesty took place on the 1st inst. The cortege was followed by the Ambassadors of the Foreign Governments on foot.

The weather was glorious.

In the opinion of some, old residents in Peking, the procession was conducted with much more solemnity than on any previous occasions.

Their Excellencies Shih Hsu and Liang Tun-yen have definitely arranged that the special Envoys sent by the Foreign Powers to attend the funeral of the late Emperor, and their suites, should wait for the Imperial Coffin at Kiangshau Tung Min. They are to bow as the Imperial Coffin passes and then follow the procession.

As the wives of the Ministers in Peking have expressed the desire to attend the funeral of the late Emperor, the Waiwupu has decided they should pay their respects to the Imperial Coffin at Ti An Men.

The Waiwupu has communicated to the Doyen of the Diplomatic Corps that foreign officials or merchants desiring to attend the funeral of the late Emperor should repair to the tent in Se Pei Lin Road, specially erected for their use, where they may pay respects to the Imperial Coffin as it passes them.—*Shing-hat Times*.

MACAO BOUNDARY QUESTION.

REFERENCE TO PEKING.

[By courtesy of the "Sheung Po."] Peking, 2nd May.

It is reported that the question of the boundaries of Macao will be referred back to Peking where the negotiations will be conducted to a settlement by the Waiwupu.

MANCHURIAN VICE-ROYALTY.

SIK LIANG'S SUGGESTION.

[By courtesy of the "Sheung Po."] Peking, 2nd May.

H.E. Sik Liang, Viceroy-elect of Three Eastern Provinces, has memorialized the Throne with the suggestion that H.E. Hsu Shih-chang should retain the Viceroyship of Three Eastern Provinces and that he himself should be appointed Governor of Fengtien.

The Prince Regent has declined to adopt the proposal.

HOLLAND'S HOPE.

THE BIRTH OF A PRINCESS.

[By courtesy of the "Sheung Po."] Peking, 2nd May.

The Chinese Minister to the Netherlands has reported, by telegraph, the birth of a daughter by Queen Wilhelmina.

The Minister is afraid that it will be impossible to obtain any modification in the law governing the naturalization of Chinese residents in Dutch Colonial possessions.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:

Lester S. Tsai \$ 50

T. P. P. Tsai 20

SHANGHAI RACES.

SPRING MEETING.

FIRST DAY'S RESULTS.

The results of the first five events at the Spring Race Meeting held at Shanghai to-day are as follows:—

1.—THE SUBSCRIPTION GRIFFIN PLATE.

Three-quarters of a mile. For Subscription Griffins of this Meeting.

Bank 1

Monstique 2

Whitmoir 3

Time: 1.35 4/5.

2.—THE CRITERION STAKES. One mile.

For China Ponies.

Gemini 1

Sokol 2

Ravenhoe 3

Time: 2.06 1/5.

3.—THE GRIFFIN PLATE.—Three-quarters of a mile.

For China ponies that have never run at any meeting.

Fabulous 1

Vanguard 2

Sirius 3

Time: 1.30 4/5.

4.—THE OATHY CUP. One mile and a half.

For China ponies.

Moriak 1

Sagittarius 2

Susquehanna 3

Time: 3.14 4/5.

5.—THE FOU-MA-TING CUP. One mile.

For China ponies, being *bona fide* griffins at date of entry.

Wye 1

Dobquick 2

Kircudbright 3

Time: 2.06 2/5.

SUICIDE AT SHANGHAI.

CAPTAIN SHOOT HIMSELF AT WIFE'S GRAVE.

A very pathetic occurrence took place in the old cemetery at Pabienjiao yesterday afternoon, reports the *N. C. D. News* of 30th ult. About 3 p.m. the gardener of the cemetery came into the Central Police Station and reported that a foreigner had shot himself. Detective Dimitri, at once proceeded to the Cemetery, and there they found the dead body of Captain A. S. Wilson lying across a grave.

An old and rusty revolver, loaded in all six chambers, was found near at hand, and inspection of the body showed that there was a bullet wound under the right ear. Sergeant Gibson at once informed Mr. G. W. King and Dr. Billingham of the occurrence, and later in the afternoon an inquest was opened, and formal evidence of identification was given by Captain Cochrane. A *post mortem* examination was held at 7 p.m. yesterday and the inquest will be resumed at 10 a.m. to-morrow.

The circumstances of the suicide are full of pathos. The deceased, who had been married twice, and whose wives were buried in the cemetery was seen wandering the vicinity of their graves at 9 a.m. yesterday. He returned to the cemetery and at 1 p.m. and about 2.10 p.m. the gardener heard the report of a revolver shot. Captain Wilson had ended his life on the grave of his first wife, and it was across it that the body was found when the police arrived on the scene.

No document of any kind was found on deceased person, but it is believed that for some time past he had been depressed by financial worry. By profession he was a pilot, and though he had not been employed for some time he was offered the task of taking a vessel up to Wuhu only last Wednesday. This offer he refused. Yesterday morning he went round to the M.M.O.A. and presented a number of old books to the library of the Association. His first wife died in 1885; the second three years ago. Deceased was about sixty years of age.

FOREIGN INSURANCE COMPANY IN JAPAN.

QUESTION OF SECURITY.

The *Osaka Asahi* notes that Lloyd's have opened an important insurance business in Japan and is competing with low rates, which it describes as a characteristic of Lloyd's. On the ground that the insurance contracts are concluded in London, Lloyd's did not deposit with the Japanese Government the usual security of ¥100,000, maintaining that their agents only introduce the parties to be insured. Other foreign insurance companies doing business in Japan, which deposited security with the Japanese Government, have protested against the exemption accorded to Lloyd's. The Government has now decided that insurance contracts made in Japan so far with Lloyd's are invalid, and holds that in taking contracts for insurance Lloyd's must abide by the law of the country and deposit ¥100,000 with the Japanese Government. Whether Lloyd's will submit or not to this decision, is problematical. It is expected, says the *Asahi*, that the matter will develop into a question of international law.—*Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 3rd at 11.55 a.m.—The barometer has fallen slightly over W. Japan, the Loochoos and the E. coast of China.

A shallow depression has passed from the continent to the Yellow Sea near the mouth of the Yangtze.

The area of high pressure remains over S.E. Japan.

Light to moderate N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, light or moderate, fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE HIPPODROME.

The Hippodrome Circus and Menagerie at Causeway Bay continue to delight large audiences. The excellent combination gave their first matinee on Saturday afternoon, when, despite the decidedly muggy weather, there was a large attendance of parents and children, who seemed highly delighted with the performance and to whose little hearts entertainments of this nature instinctively appeal. The performance was repeated in the evening, when another large audience was present to witness the performance, which was thoroughly enjoyed. The performances were similar to the initial one, with the exception of slight variations. There were the usual acrobatic feats, equestrian stunts, the little tricks of a little marvel, the remarkable proclivities of the performing elephants, which the Mysore troupe of acrobats provided good gymnastics. The performance as usual, concluded with the sensational appearance of the lion, whose savage looks caused a temporary thrill in the audience, which as quickly changed into a feeling of relief on their trainer emerging from the cage safe and sound.

There will be a change of programme this evening. The second matinee will be given on Wednesday afternoon.

ST. ANDREW'S SUNDAY SCHOOL, KOWLOON.

The annual outing for the above Sunday School was to have been held on Saturday last, and arrangements had been made to visit Seaton by launch but owing to the unfavourable weather the outing as arranged could not be carried out.

At one o'clock, as the rain had actually set in, it was decided by the committee to abandon the idea of going to Seaton and the children were assembled at the Seamen's Institute.

In spite of the weather more than half of the children were present and after various amusements which the young folk seemed to heartily enjoy—if same can be judged, by the screams of delight that echoed through and through the rooms—tea was served at four o'clock and after "Grace" had been sung the tables were besieged, cakes, etc., quickly vanishing.

Subsequently, the Sunday School Prizes were presented by Mrs. Packham; in addition to the various Prizes which were awarded for good conduct and attendance there were three special Prizes given for Religious Knowledge. Girls' division, Eva Packham, Boys' division Harold Lewis, and Edward Lewis in the Infants' division.

At 7 o'clock each child received a small bag of sweets; then three hearty cheers were given for Mrs. Packham and other ladies who carried out the most important duty of catering. The afternoon's enjoyment was concluded, by singing the National Anthem.

The Committee of the Sunday School wish to thank all those that contributed and assisted in rendering the afternoon a success.—*Contributed*.

THE PRATAS ISLAND QUESTION.

REMOVED SETTLEMENT.

Japanese papers learn that the Foreign Office has ordered Mr. Nishisawa, who claims to be the first to explore Pratras Island, and has begun the collection of phosphates there, to report on the amount of money he has invested in the island. From this action of the Foreign Office, it is inferred that the Japanese Government has given way and recognised the sovereignty of China over the island. It is believed that the Japanese Government is willing to settle the dispute on obtaining an assurance that the Chinese Government will afford protection to the business started by Mr. Nishisawa, or on receiving compensation for the capital invested in the island, which amount to about ¥400,000. The Japanese Government disapproves the settlement of the question in the way proposed, but has no other proposal than to submit it if it is definitely decided on.

S.S. "MANCHURIA."

FELT SUBMARINE EARTHQUAKE.

The *San Francisco Chronicle* of 30th March reports:—Sighted twenty-five miles south-west of the Farallones at 2.45 o'clock yesterday morning, the big Pacific Mail liner *Manchuria*, Captain Daniel Friele, arrived off the large office shortly before 6 o'clock and was docked with remarkable dispatch at pier 44 a little after 8.

The big liner was expected several hours earlier, but was delayed more than two hours at sea early Saturday morning, when she stopped to transfer two stowaways, who had boarded the vessel at Honolulu, to the steamship *Siberia*, outbound for the Orient.

The *Manchuria* had a pleasant run from the coast of Asia with the exception of a strange phenomenon which occurred at 11.45 o'clock on the night of March 14th, when the liner was steaming 172 miles this side of Yokohama. With a motion that awakened the passengers and a shock many with terror, the monster steamship was shaken by a force which was presumed to have been a submarine earthquake. The vessel trembled suddenly from stem to stern and it was at first believed by the Chief Engineer and Captain that she had dropped a propeller blade. An examination showed that the vessel was in good condition and she held her course well after the shock had subsided.

This story was prolific with his gifts to Seattle families on Monday, on 29th March, according to birth certificates filed with Dr. J. E. Crichton, Commissioner of Health. Quadruplets, all girls, fell to the lot of Mr. and Mrs. Charles G. Kapphan, of 4236 Pasadena place, and three girl babies were presented to Mr. and Mrs. Harry A. Cheever, of 917 Eighteenth Avenue North. "Seven girls to two families is about as unusual a record as we have had for some time," said Dr. Crichton. "If our population continues to increase at this rate the census takers will be obliged to adopt a new method of estimating this city. Seattle is certainly a growing town."

BANDMANN DRAMATIC COMPANY.

"TRILBY."

Another well-filled house witnessed the second production of the Bandmann Dramatic Company since their appearance in the Colony. The piece staged on Saturday night was "Trilby," founded on George du Maurier's well-known novel. Hongkong audiences, in common with other people, always appreciate legitimate drama and this fact was amply testified to by the unstinted applause which greeted the efforts of those taking part.

The plot of the piece in brief centres round an artist's model (Trilby) whose forbears boasted of dubious character, which fact is responsible for a formidable barrier to prevent the marriage of Trilby with Little Billie in the person of Mrs. Bago, Billie's mother, a pious little creature, who receives a rude shock to discover that her prospective daughter-in-law poses to the artist "for everything." The circumstances are further complicated by the hypnotic influence over Trilby of an indigent musician named Svengali, whose mind is intoxicated with future fame, who effectually turns a clearly-formed plan for Billie's elopement with Trilby at the eleventh hour. Trilby eventually marries Svengali, and the latter's dream to make her a great singer and himself become a musician of kings is realised. But Trilby's soul is not with Svengali and she breaks away from him, once more to be loved by Billie. In the end, however, Trilby unexpectedly comes across a photograph of Svengali, which proves too much for her and she falls down dead.

Miss Florence Dalton in the title-role played her part to perfection and invested her acting with an earnestness which won the sympathies of the audience. Mr. Sydney Pease in his difficult impersonation of Svengali undoubtedly had the brunt of the work, particularly at the close of Act III, which required, as it did, an enormous expenditure of vital power. A better man could not have been chosen to fill the difficult rôle. Mr. Henry Dallas as the Laird was a perfect Scotch brogue of a boy, while Mrs. Dallas as Madame Vinard played with a charm and grace which was delightful. Mr. W. H. Riley as "Taffy" appeared in a part which suited him perfectly. Mr. Alec Alves made a sympathetic Billie. Mr. Edward Granby's Zou-Zou was distinctly clever. Mr. Harwood Roberts as the dashing Dodorably interpreted his part. Mr. R. H. Stephenson in his dual rôle of Gecko and the Rev. Thomas Bago was a fine study, particularly in the former part. Miss Minnie Rayner as the dignified Mrs. Bago gave a faithful interpretation of the dear old clergyman's wife, while of the other ladies, Miss L. Humphries, Miss Edna Earle and Miss Flo Hamilton were all good.

THE OSACA SHOSHEN KAISHA LOAN.

SUCCESSFUL NEGOTIATIONS.

We learn from *Osaka* papers that negotiations for the issue of the debentures of the Osaka Shosen Kaisha to the amount of ¥2,000,000 have come to a successful conclusion. The underwriting banks are the Mitsui, Mitsu Bishi, the 15th (Noble), the Daiichi, 10th, 34th, Yamaguchi, Naniwa, Sumitomo, and Konobe Banks, and the Credit Mobilier, Limited. This rate of interest agreed upon is 7 per cent, and the issue price ¥97, the principal to be redeemed in ten years after the lapse of two years from the date of issue. The steamers of the company's fleet are to be mortgaged as securities on a trust formed by the Credit Mobilier, Limited. This will furnish a precedent for the acceptance of vessels as security for a loan. It is stated that the terms of the loan are to be laid before a special general meeting of shareholders on the 10th proximo. The debentures are expected to be placed on the market about May 17th. At ¥97 the rate of interest will amount to 8.1 per cent, and it is reported that insurance companies, which are experiencing difficulty in finding good investments for their funds during the present depression in the demand for money, are prepared to take large blocks of the debentures.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/11 1/2
Do. demand 9 1/16
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 22 1/2
America—Bank T.T. 23 1/2
Germany—Bank T.T. 23 1/2
India T.T. 135 1/2
Do. demand 136
Shanghai—Bank T.T. 74 1/2
Singapore—Bank T.T. per H.K. \$100 77 1/2
Japan—Bank T.T. 108 1/2
Java—Bank T.T. 108 1/2

Buying.
4 months' sight L/C 1/10 1/16
6 months' sight L/C 1/10 1/16
30 days' sight San Francisco & New York 45 1/2
4 months' sight do. 45 1/2
30 days' sight Sydney & Melbourne 31 1/2
4 months' sight France 23 1/2
6 months' sight do. 23 1/2
4 months' sight Germany 23 1/2
Bar Silver 24 1/16
Bank of England rate 24 1/16
Sovereign 21 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Per picul.
Malwa New 1,670/1,690
Old 1,600/1,620
Older 1,550/1,580
Oldest 1,500/1,520
Per chest.
Patna New 995
Old 990
Benares New 990
Old 985
Patna (Paper) 990/1,000

To-day's Advertisements.

Location—CAUSEWAY BAY.

To-NIGHT! To-NIGHT!!

First Grand Change OF PROGRAMME.

THE HIPPODROME CIRCUS AND MENAGERIE.

INTRODUCING:

NEW SCENES, NEW FEATS.

NEW ANIMALS, NEW FACES.

SKILL, DARING & GORGEOUS.

Time and Prices as usual.

Box Plan at ROBINSON PIANO CO.

NEXT MATINEE WEDNESDAY,

at 3.30 P.M.

Special Trains will be run before and after the performance.

Doors open at 8 P.M. Overture 9 P.M.

Refreshments by G. GREEN & Co.

A JACKSON, Representative.

Hongkong, 3rd May, 1909. [388]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."

Captain J. G. Oliffent will be despatched for the above Ports on THURSDAY, the 6th inst., at 4 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 3rd May, 1909. [391]

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIESE."

Captain Broc, will be despatched for the above Ports on or about MONDAY, the 10th inst.

For Freight or Passage, apply to

P. DE CHAMPORIN,

Agent.

Hongkong, 3rd May, 1909. [39]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 5th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, since Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 3rd May, 1909. [389]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 3rd May, 1909. [390]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 8th May, 1909, at 5.30 P.M., at Kennedy's Causeway Bay Repository.

The following well-known Race and Polo Ponies:

"MAVOURNEEN,"

"KILLALOO,"

"SHAUNABOO,"

AND

"MINNOW."

Brown China Pony, Sub-Griffin of this Season.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 3rd May, 1909. [391]

Intimation.

THE DAIRY FARM CO., LTD.

Have much pleasure in announcing further

REDUCTIONS

IN BUTTER PRICES

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Printed and Published by JOHN PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 5, Lee Shau Kee Road, in the City of Victoria, Hongkong.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

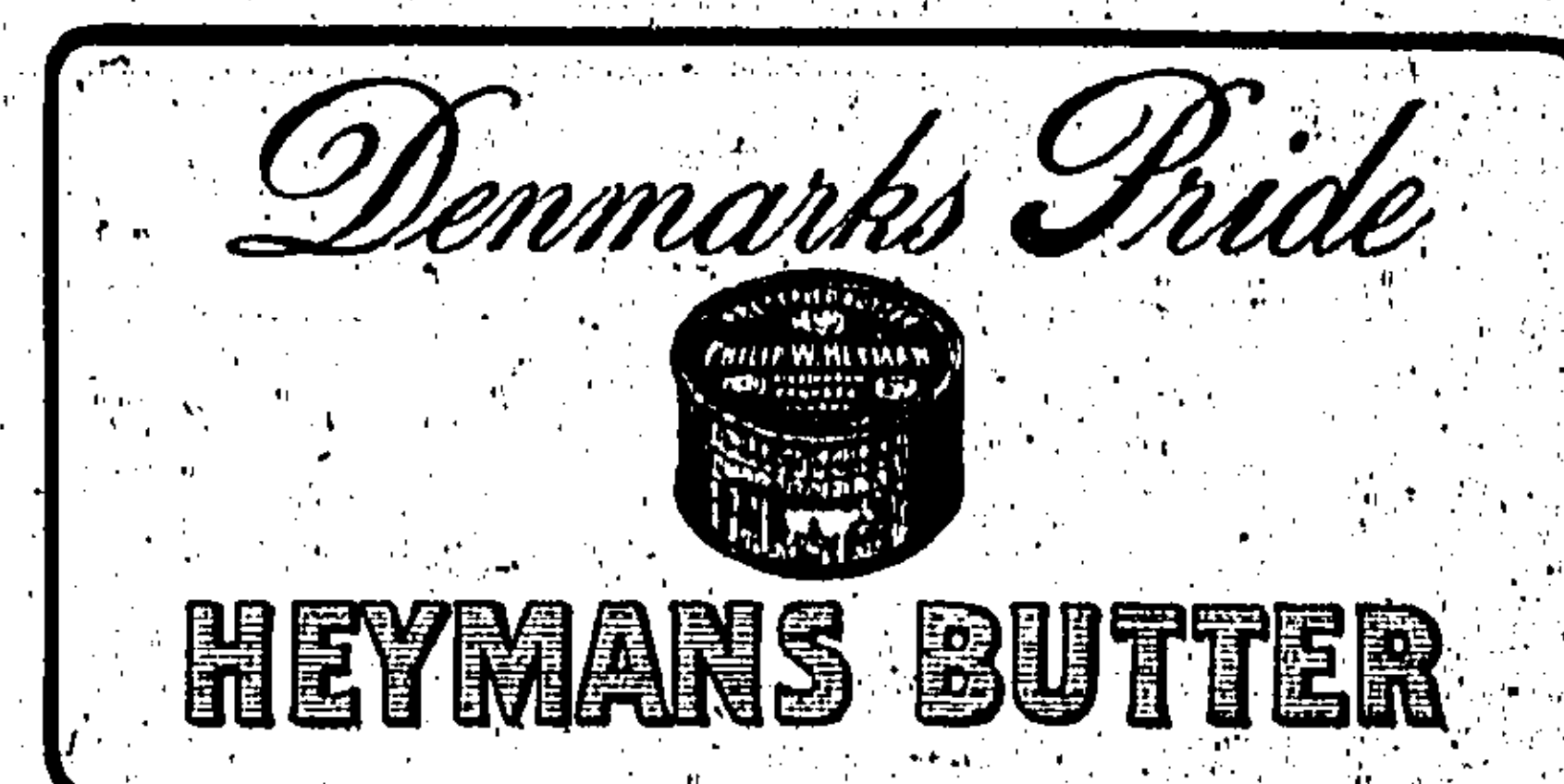
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

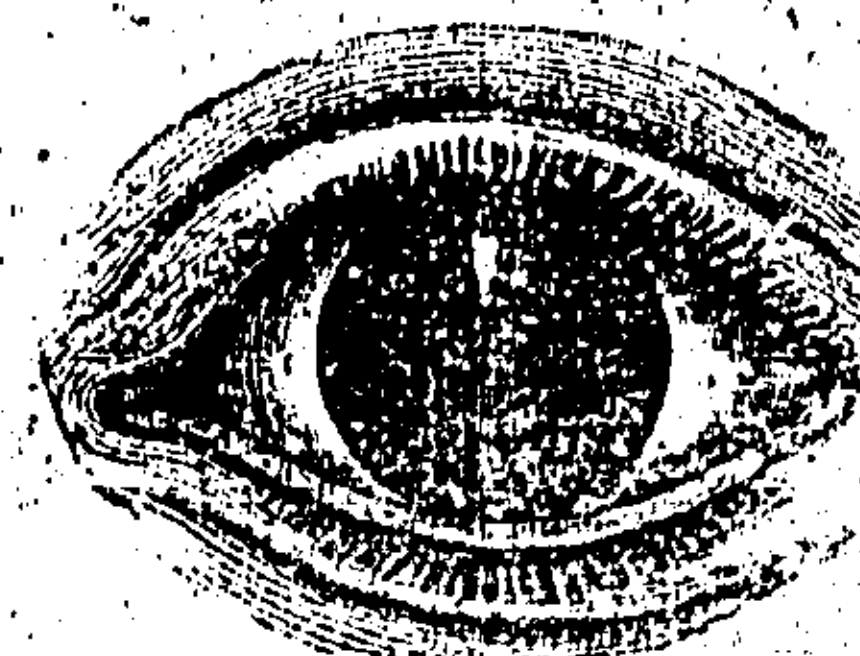
BARRETTO & CO.

AGENTS



SIEMSEN & CO., Sole Agents.

858



EYES  **RIGHT**

**N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD**

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON,	BALCUTTA,	SHANGHAI,
1, John Street, Bedford Row, W.G.	59, Bentinck Street	566, Nanking Road
Workweek, 4th March 1908		[12]

**PEAK TRAMWAYS COMPANY
LIMITED.**

TIME TABLE

WEEK DAYS

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon. ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.
Extra Cars at 1.15 p.m., 11.30 p.m. and
1.45 p.m.

SPECIAL CARS by Arrangement at the
Domestic Office, ALEXANDRA BUILDING.

LEE YEE
AIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE
12, DUNDAS STREET,
MONTREAL.
12, DUNDAS ST. MONTREAL, CAN.

COLD STORAGE

THE HONGKONG ICE COMPANY
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

G. K. HAXT
Manager

Hongkong, 6th January, 1900.

THE DRAPERY EMPORIUM.

7. *Lindhurst Terrace.*

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE
USEFUL ARTICLES

CONFERENCE OF NATIONALS
OF

CLOTHING, FANCY GOODS
and TOYS

AT

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS

FANCY DRESS GOODS, MUSLINS,
LAWNS, NAINSOOKS, SHIRT
INGS, ALPACAS, HOSIERY

ENGLISH and AMERICAN FOOT
WEARS, &c., &c.

Prices and Samples on application.
Best attention to all Coast Port Orders.